

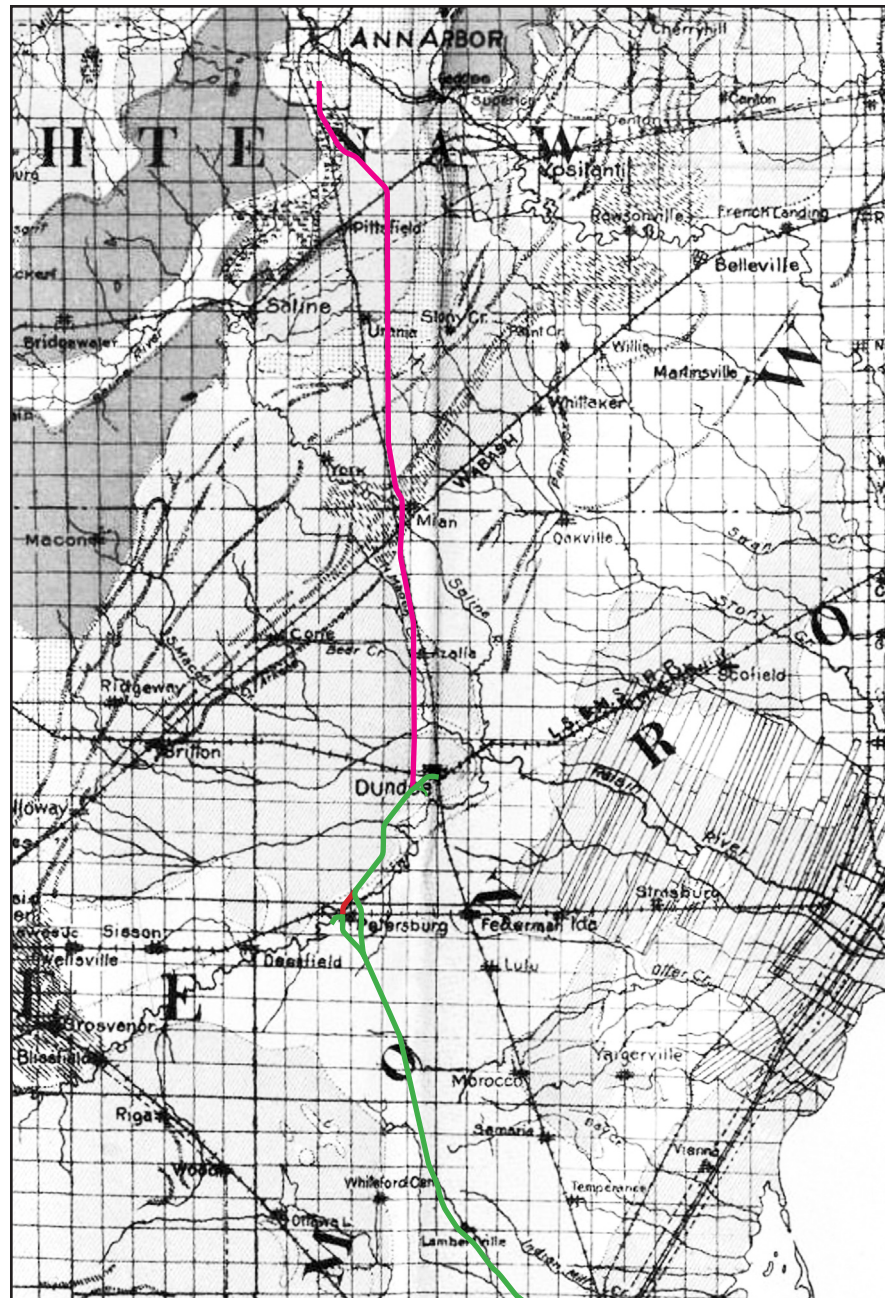
# Tracking the Toledo, Ann Arbor & Detroit Railroad



by James S. Hannum, M.D.







The Michigan rights-of-way merely graded by the Toledo, Ann Arbor & Detroit Railroad (red) and those operated by the Toledo-Detroit Railroad (green)

Tracking the  
Toledo, Ann Arbor & Detroit Railroad

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by James S. Hannum, M.D.

Produced in 2023 by James S. Hannum, M.D.

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**Tracking the Toledo, Ann Arbor & Detroit Railroad**

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Several people and institutions provided valuable help in the preparation of this publication. They include Henry Burger, James Harlow, the Archives of Michigan, the Bentley Historical Library, and the Milan Area Historical Society.

Cover image: an interurban electric railway car which appeared in advertising for the Niles Car and Manufacturing Company in the first decade of the twentieth century. The pictured vehicle belonged to a Chicago interurban. This company's factory was in Niles, Ohio. The Toledo, Ann Arbor & Detroit Railroad ordered Niles cars but it is unclear whether they had arrived by the time the company failed in 1906. Later, in 1913, the Toledo, Ann Arbor & Jackson Railroad began operating between Toledo and Petersburg. However, it operated with steam locomotives only.

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My father was a country doctor in Milan, Michigan. Once, in the 1950s, I went with him on a house call to a residence north of town. While driving along Platt Road, he pointed out a substantial concrete abutment on the east side of the road, explaining that it had been built many years before by an electric interurban railroad company. He also mentioned that due to bankruptcy, the railroad never placed track on its right-of-way. Recently, I recalled this episode from long ago and decided to learn more about this railroad.

First, we will review the history of this enterprise. Then, we can try to locate its right-of-way as precisely as possible in terms of modern topography. At the conclusion, we will discuss topics that remain controversial.

This interurban railroad was planned as a connection between Toledo, Ohio and Ann Arbor, Michigan. Its history was tumultuous, with several different organizations controlling it between 1900 and 1916. Eventually, a portion between Toledo, Ohio and Dundee, Michigan was completed and put into operation. Between the west side of Dundee and Ann Arbor, the line was merely graded, with most bridge abutments built but never receiving track. After 1916, the Detroit, Toledo & Ironton Railroad used much of the segment between Dundee and Toledo as its Toledo branch.

A great deal of information about this interurban line may be accessed online at *The Ragweed Line*.<sup>1</sup> The first company attempting to create an electric railway between Toledo and Ann Arbor was incorporated as the **Michigan & Ohio Electric Railway** on July 30, 1900. However, it failed to construct any part of its proposed line.

*The Ragweed Line* reports that in 1901, John O. Zabel formed a new, separate company, the **Toledo & Ann Arbor Electric Railway** (which was not incorporated in the State of Michigan). A narrow-gauge line, it was surveyed between Toledo and Ann Arbor. Grading of the right-of-way between Toledo and Petersburg was

completed on November 27, 1903. But by then, the company had exhausted its available funds and could not finish preparation of the line north of Petersburg.<sup>2</sup>

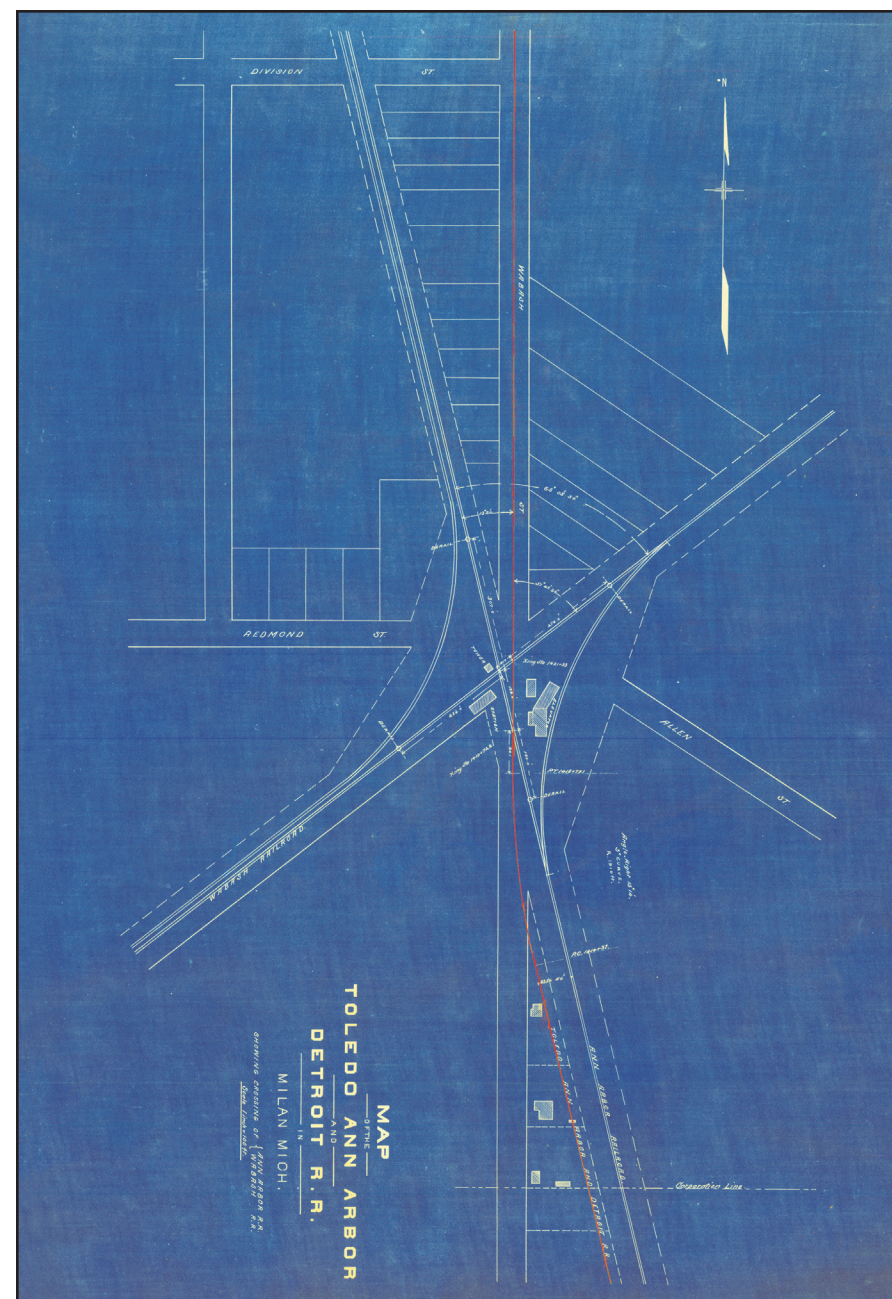
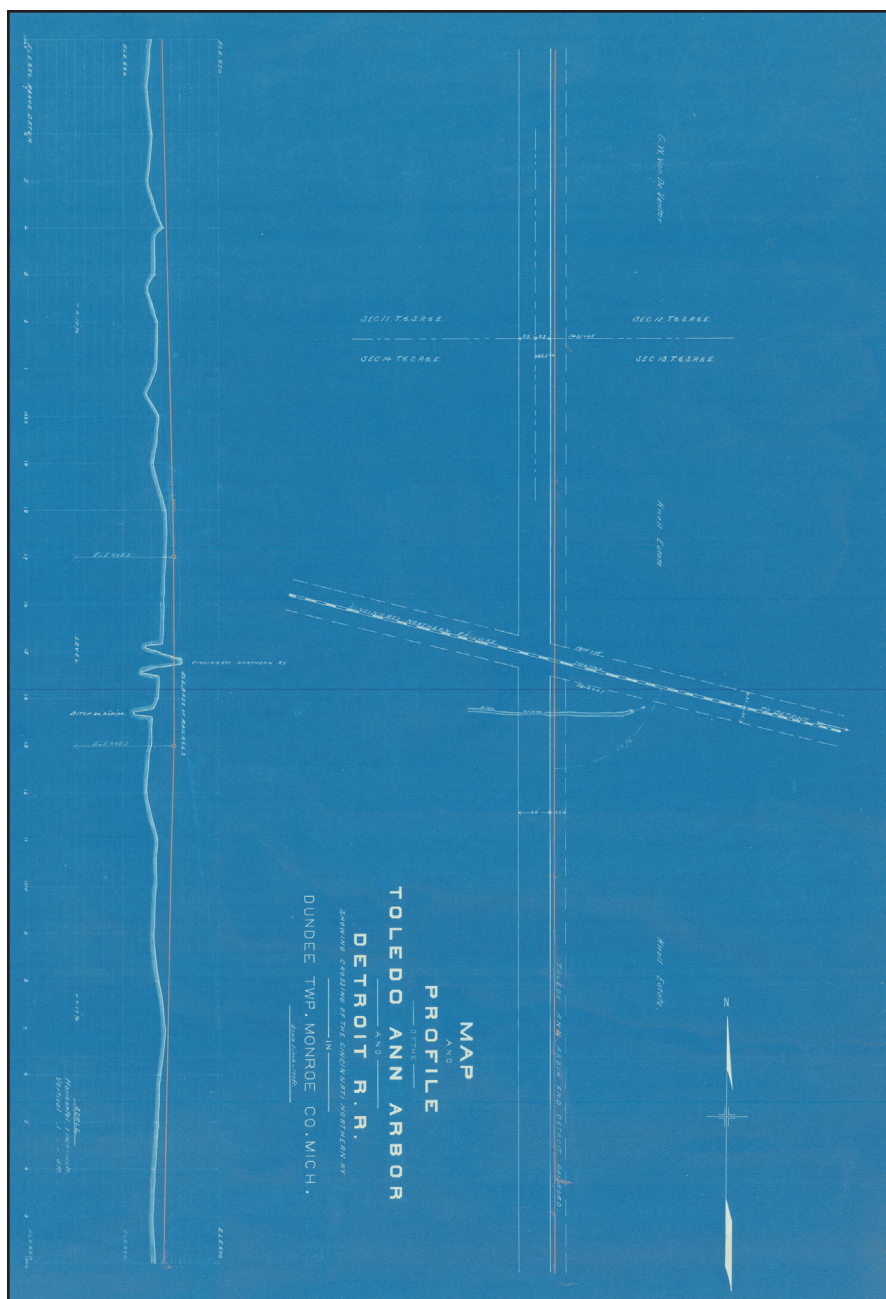
Meanwhile, the **Ohio & Michigan Traction Company** had been incorporated on June 6, 1903.<sup>3</sup> It proposed to operate a 45-mile interurban railway linking Toledo and Ann Arbor. A year later, on June 24, 1904, the traction company merged with the **Toledo & Northwestern Railroad** (which was incorporated in Ohio), creating the **Toledo, Ann Arbor & Detroit Railroad**, (abbreviated in this article as TAA&D) which subsequently was incorporated in Michigan on December 10, 1904.<sup>4</sup> Figures 1 through 4 are maps produced by the TAA&D in 1904 and preserved by the Archives of Michigan, where just these four are located in Record Group RG 94-462, MC 555 D8 F9.

Figure 1 maps the place in Section 13 of Dundee Township (Monroe County) where the proposed interurban line crossed the Cincinnati Northern Railway (which was controlled by the Lake Shore & Michigan Southern Railroad and also used, at that time, by the Detroit, Toledo & Ironton Railroad). Here, the interurban grade was situated on the immediate east side of North Ann Arbor Road. Contrasting with a successor line's (the Toledo-Detroit Railroad) right-of-way, this grade did not enter downtown Dundee.

Figure 2 displays the depot area on the south side of Milan, where the proposed interurban line crossed both the Ann Arbor Railroad and the Wabash Railroad. Unfortunately, a map showing the grade in the north part of Milan is not part of this group of documents.

Farther north, Figure 3 shows the interurban grade on the east side of Platt Road in Section 26 of Pittsfield Township. Here it crossed what is now West Michigan Avenue (Highway 12), upon which the Ypsilanti & Saline Electric Railroad was located.







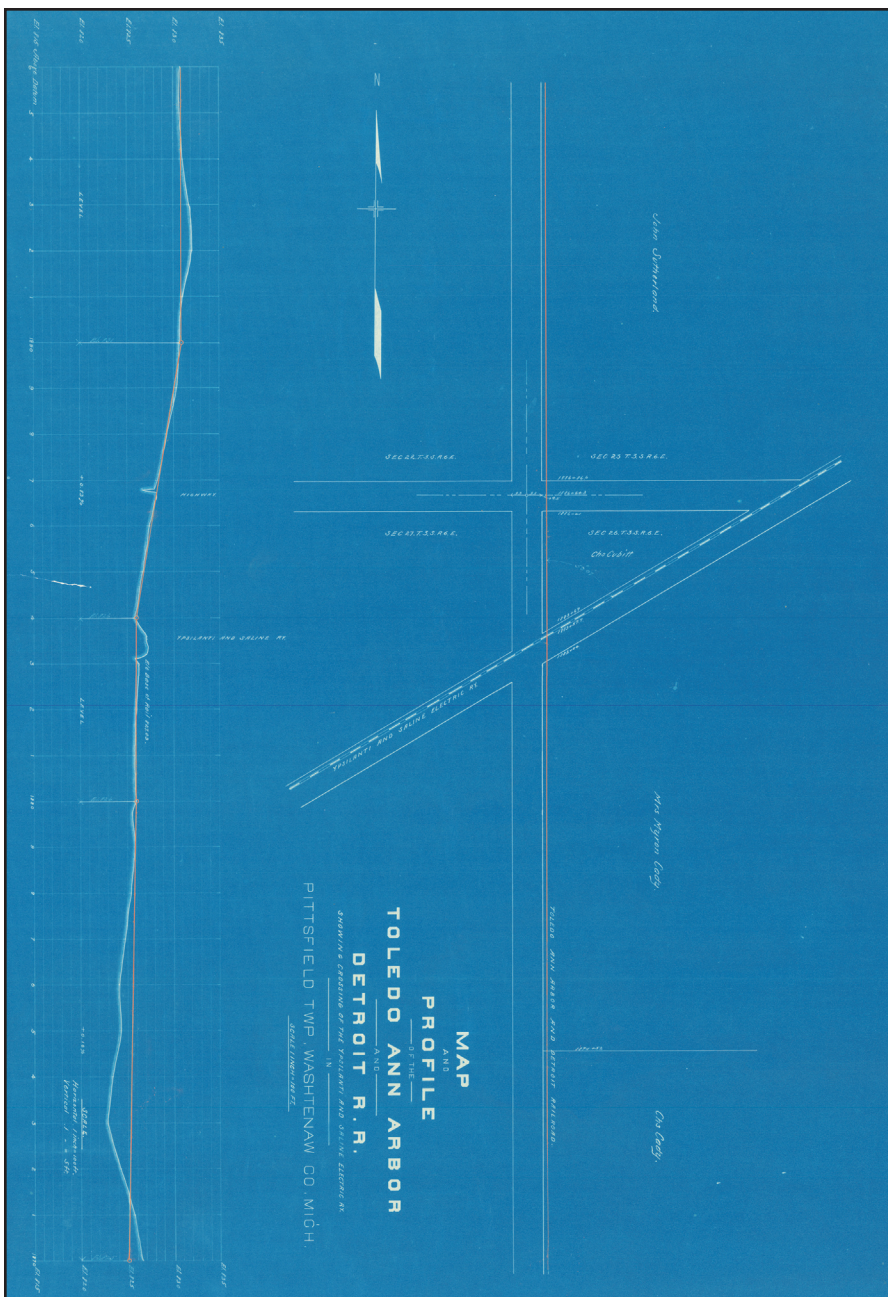
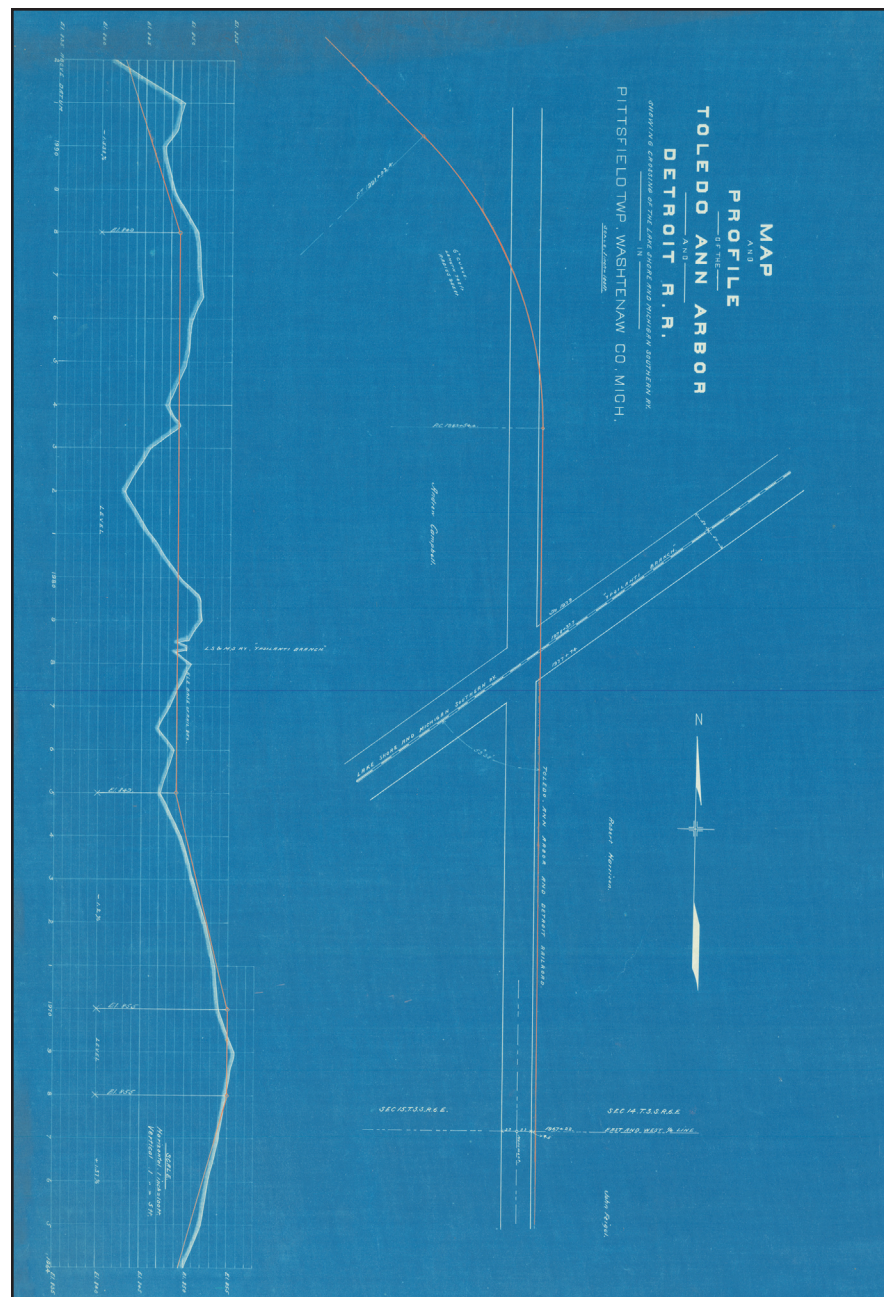




Figure 4 in this series identifies the place where the interurban grade diverged from the east side of Platt Road in Section 14 of Pittsfield Township. That point was north of the crossing of the Ypsilanti Branch of the Lake Shore & Michigan Southern Railroad and there, the grade curved to the northwest.

By 1905, the Toledo, Ann Arbor & Detroit Railroad had installed six miles of track from Petersburg to the southeast and had an additional 39 miles of rail ready to lay. Figure 5 is courtesy of the Bentley Historical Library. It is a circa 1905 photograph showing track construction along Saline Street in Petersburg. Figure 6 comes from the Petersburg Public Library. Dated circa 1905-6, it displays a steam locomotive being used during construction of the TAA&D south of Petersburg.

At about the same time, electric interurban cars had been ordered from the Niles Car & Manufacturing Company of Niles, Ohio. Construction of a powerhouse at Petersburg was under way. *The Ragweed Line* notes that “A spur was built (west) from the Lake Shore & Michigan Southern Railroad’s depot (in Petersburg) on the south side (of

that line) and turning south along Rose Street to the powerhouse site.”

The article continues “In early 1906, it was reported that the Toledo, Ann Arbor & Detroit had 23 miles of track and ties laid and \$20,000 had been expended on building a powerhouse on the bank of the River Raisin at Petersburg that was half completed. Also, the (line) was graded nearly to Ann Arbor, culverts finished, bridge piers across the River Raisin completed, and ten miles of trolley poles (were) in place. The Patrick Hirsch Construction Company of New York City was building the line.” But then, Hirsch was sued by his wife, who obtained an injunction halting all construction of the line. That stoppage was followed by the bankruptcy of the Toledo, Ann Arbor & Detroit Railroad.<sup>5</sup>

By August 1906, a receiver was in control of the line’s assets. It was offered for sale in 1907 but no bids for the railroad were submitted. *The Ragweed Line* reports that on November 17, 1908, the Michigan portion of the railroad was bought by two Chicago men. Curtis W. Studell was an architect and builder while Valentine H.



5 - Circa 1905 Building the R-of-W in Petersburg



6 - Circa 1905/6 the TAA&D South of Petersburg

Surghnos was in the real estate business. The Ohio right-of-way reverted to its prior owners.

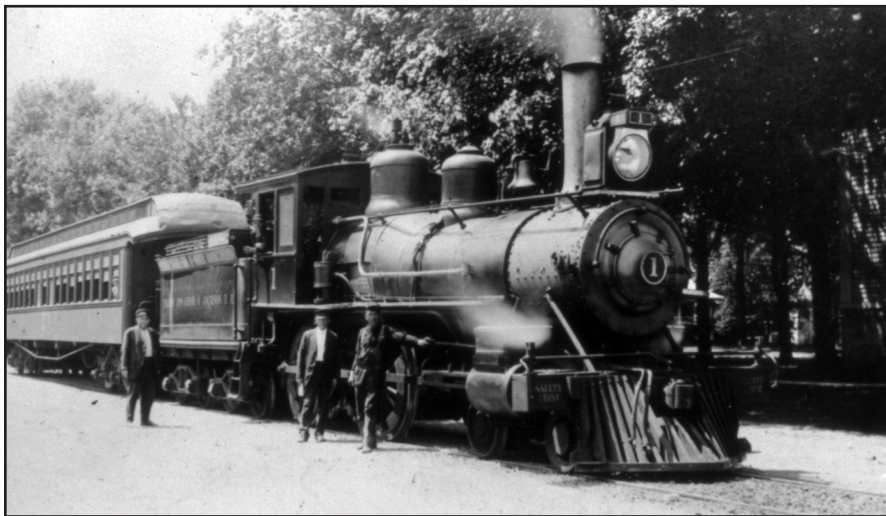
Soon after the sale of the Michigan right-of-way, the **Ohio & Michigan Interurban Railway** was incorporated under Michigan law on December 21, 1908. It planned to operate a 46-mile line between the Ohio border and Ann Arbor, via Petersburg and Milan. It was renamed as the **Ohio Northern & Michigan Railroad** on February 1, 1909. Apparently, it was unable to gain control of the Ohio portion of the former Toledo & Ann Arbor Electric Railway right-of-way, and the Ohio Northern & Michigan Railroad was eventually dissolved.

The right-of-way lay dormant for several years until 1911 when Articles of Association for the **Toledo, Ann Arbor & Jackson Railroad** (abbreviated as TAA&J) were signed on September 15. It proposed acquisition of the Toledo, Ann Arbor & Detroit Railroad right-of-way and planned to operate it as a 50-mile interurban line between Toledo and Ann Arbor. *The Ragweed Line* reports (from a September 26, 1912 press release) "It will use electric cars next

spring, this winter it will use a McKean [sic] gas car, and in its agreement just signed with the Toledo & Western, will be the first gas cars to ever use the Toledo Railway & Light Company city tracks to reach downtown Toledo. In December 1912, the Toledo, Ann Arbor & Jackson purchased a used locomotive of the American Class (4-4-0) and began operating a milk run with a dairy car owned by the Ohio Dairy Company of Toledo, Ohio. The train made 32 stops along this route, stopping at every road crossing between Petersburg and Toledo."

Figure 7 comes from the personal collection of Henry Burger. Toledo, Ann Arbor & Jackson Railroad Engine #1 appears at an undisclosed location, along with a single passenger car.

In view of those aspirations and developments, Figure 8 seems ironic. This image is courtesy of the Bentley Historical Library of the University of Michigan. It is part of the series *Milan Area Historical Society Collection: 1833-2017*, where it is designated "1050-b." Apparently, when the Toledo, Ann Arbor & Jackson was formed in 1911, the owners of the Ann Arbor Railroad felt that their own passenger service might be threatened. Therefore,



7 - Post-1912 TAA&J Steam Locomotive #1



8 - Circa 1912 Ann Arbor RR McKean Car at Milan

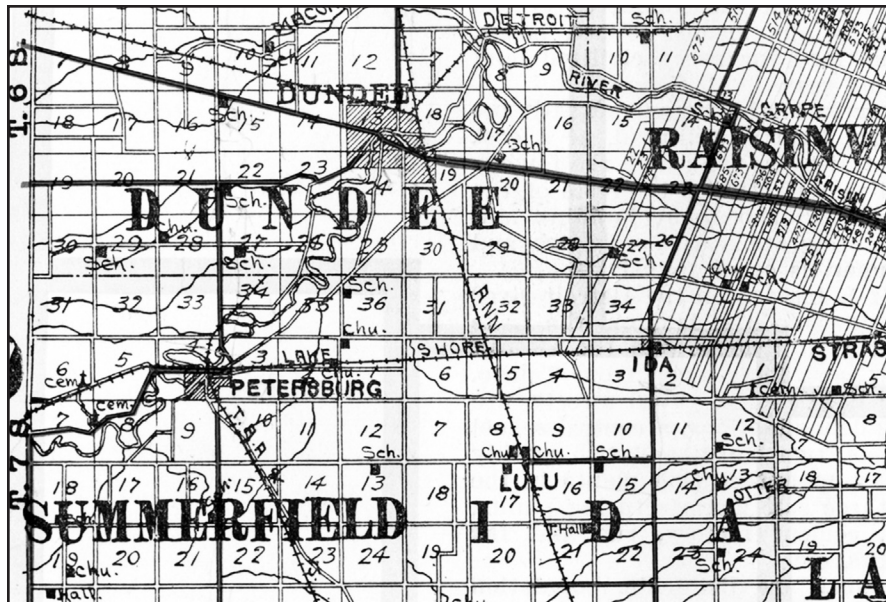


the Ann Arbor purchased its own McKeen cars and began operating them that same year.<sup>8</sup> Figure 8 is a ca. 1912 image of the Ann Arbor's McKeen Motor Car #1 at the depot in Milan. The view is toward the north. A small part of the first railroad tower at Milan is visible in the far-left side of the photograph. The irony is in the fact that the front truck of the McKeen car is stopped on Wabash Street which, in that location, was to have been part of the right-of-way of the Toledo, Ann Arbor & Jackson line.

Operation of the TAA&J commenced March 4, 1913 between Toledo and Petersburg. Work on the line from Petersburg to Dundee also began in 1913 and that right-of-way differed slightly from those surveyed by previous, failed companies. Southeast of Petersburg, it diverged from the line along Teal Road, (where the earlier right-of-way led to downtown Petersburg) at a point about halfway between Forest Avenue and the current grade crossing of the Detroit, Toledo & Ironton Railroad. The new mainline

headed north along the east side of Petersburg, hugging Elizabeth Street before bridging across the River Raisin. A Petersburg station was erected along this new track at the corner of Elizabeth and Center Streets. Like its several predecessors, this interurban railroad eventually faltered, and under that name, the interurban failed to reach Dundee.<sup>9</sup> Figure 9 shows part of the Monroe County map included in the 1916 *Bowen's Michigan State Atlas*. The north end of the Toledo, Ann Arbor & Jackson's track was at the section line between Sections 27 and 34 of Township 6 South, Range 6 East, on the border between Summerfield and Dundee Townships.

**The Toledo-Detroit Railroad** (abbreviated T-D) was established April 28, 1915 by amendment of the Articles of Association of the Toledo, Ann Arbor & Jackson Railroad. It finally completed a right-of-way between Petersburg and Dundee on December 15, 1915. Figure 10 is courtesy of Henry Burger. The construction crew building the Toledo-Detroit Railroad can be seen. *The Ragweed Line* mentions "At Dundee, in 1915 a terminal was built on Tecumseh



9 - 1916 Map Showing the North end of the TAA&J



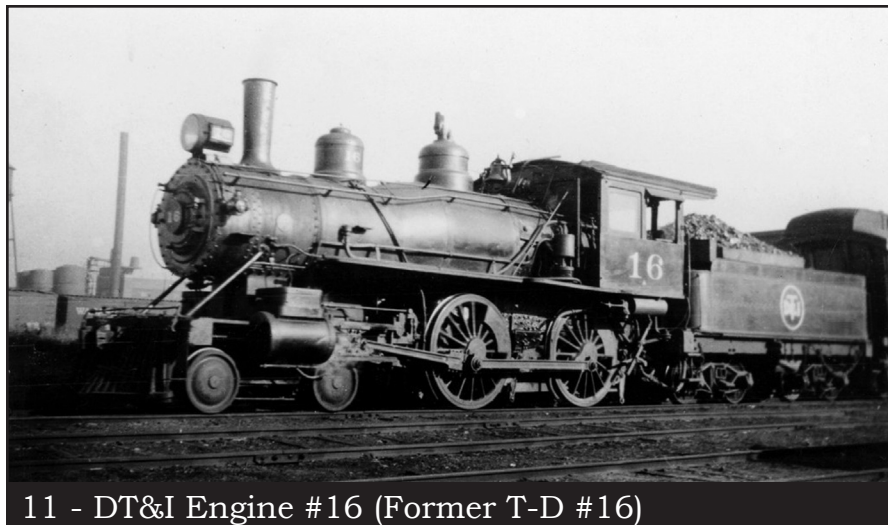
10 - Toledo-Detroit Railroad Construction Crew



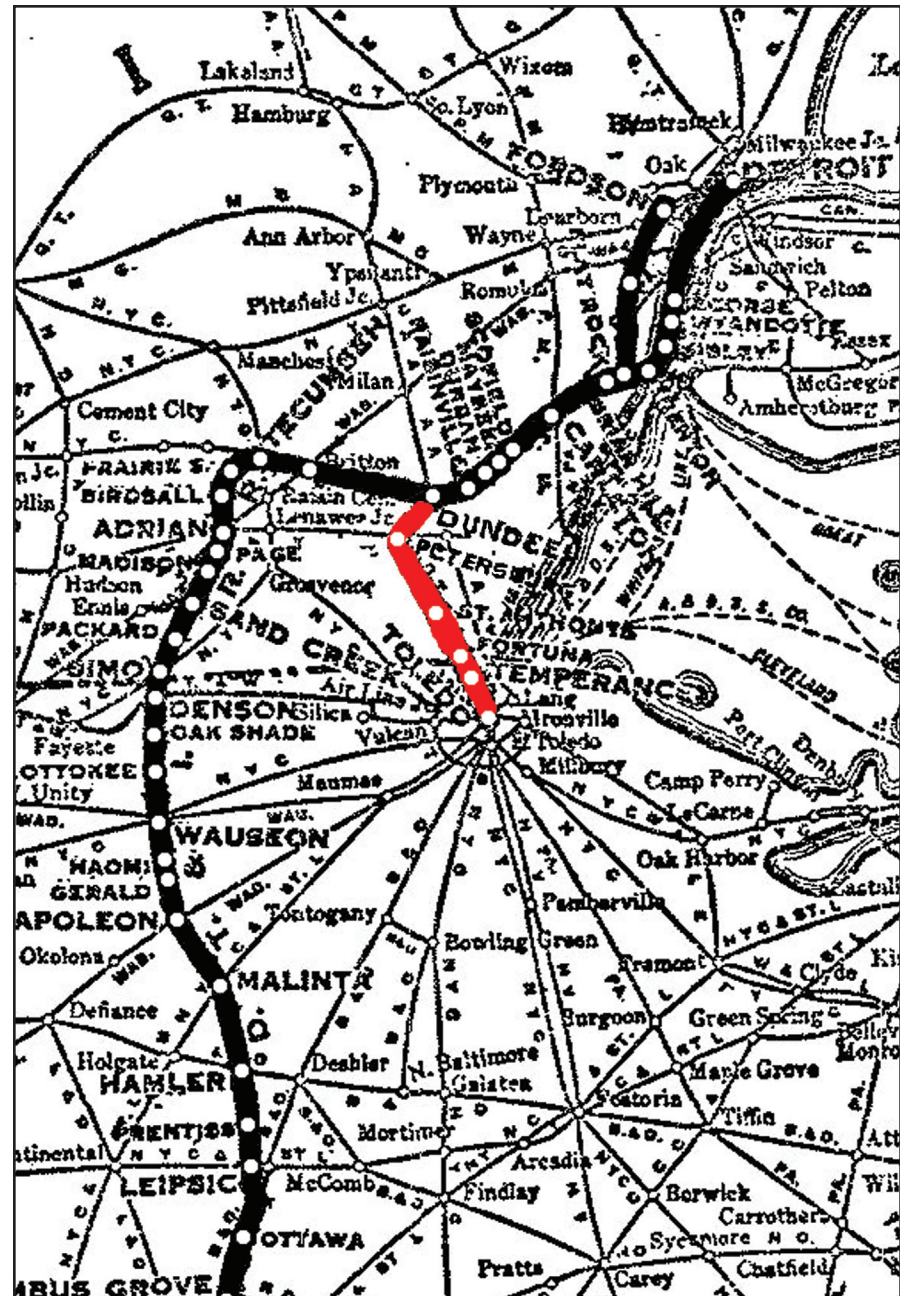
Street (M-50) between Rawson and Barnum Streets and a wye turning track was constructed with connections to the Ann Arbor Railroad." That link was at Dundee's Union Station, located on the northeast side of town. There, passengers could also transfer to trains operated by the Lake Shore & Michigan Southern Railway, as well as the Detroit, Toledo & Ironton Railroad.

The Toledo-Detroit Railroad was leased to the **Detroit, Toledo & Ironton Railroad** (abbreviated DT&I) on May 1, 1916 and the lessee assumed operational control of the line in October of that year. The DT&I used the former interurban line to access Toledo. Engine #16 of the Toledo-Detroit Railroad was transferred to the DT&I, where it was rostered under the same number. Figure 11 was contributed to RR Picture Archives by Gary Everhart, where it can be viewed at: <http://www.rrpicturearchives.net/showPicture.aspx?id=4505660>. Engine #16 appears with the DT&I logo on the tender.

After the Detroit, Toledo & Ironton Railroad put its Malinta Cutoff in operation in November 1929, the track between Dundee and Petersburg Junction (on the Malinta



11 - DT&I Engine #16 (Former T-D #16)



12 - North Part of the DT&I from a 1930 Timetable



Cutoff) was redundant and it was removed in May 1930. The remaining portion of the Toledo-Detroit Railroad was formally merged into the Detroit, Toledo & Ironton Railroad on December 29, 1931.<sup>10</sup> Figure 12 displays part of a map included in a 1930 timetable for the Detroit, Toledo & Ironton. Oddly, the new Malinta Cutoff does not appear. The former Toledo-Detroit Railroad is highlighted in red.

In 1963, the Detroit, Toledo & Ironton Railroad gained control of the Ann Arbor Railroad and began using the Ann Arbor's right-of-way to access the Toledo area. Between 1965 and 1967, all the old interurban right-of-way between Petersburg Junction and a point immediately south of the Ohio state line was abandoned. In the 21<sup>st</sup> century, only the Detroit, Toledo & Ironton's former Temperance Yard remains of the original interurban line.

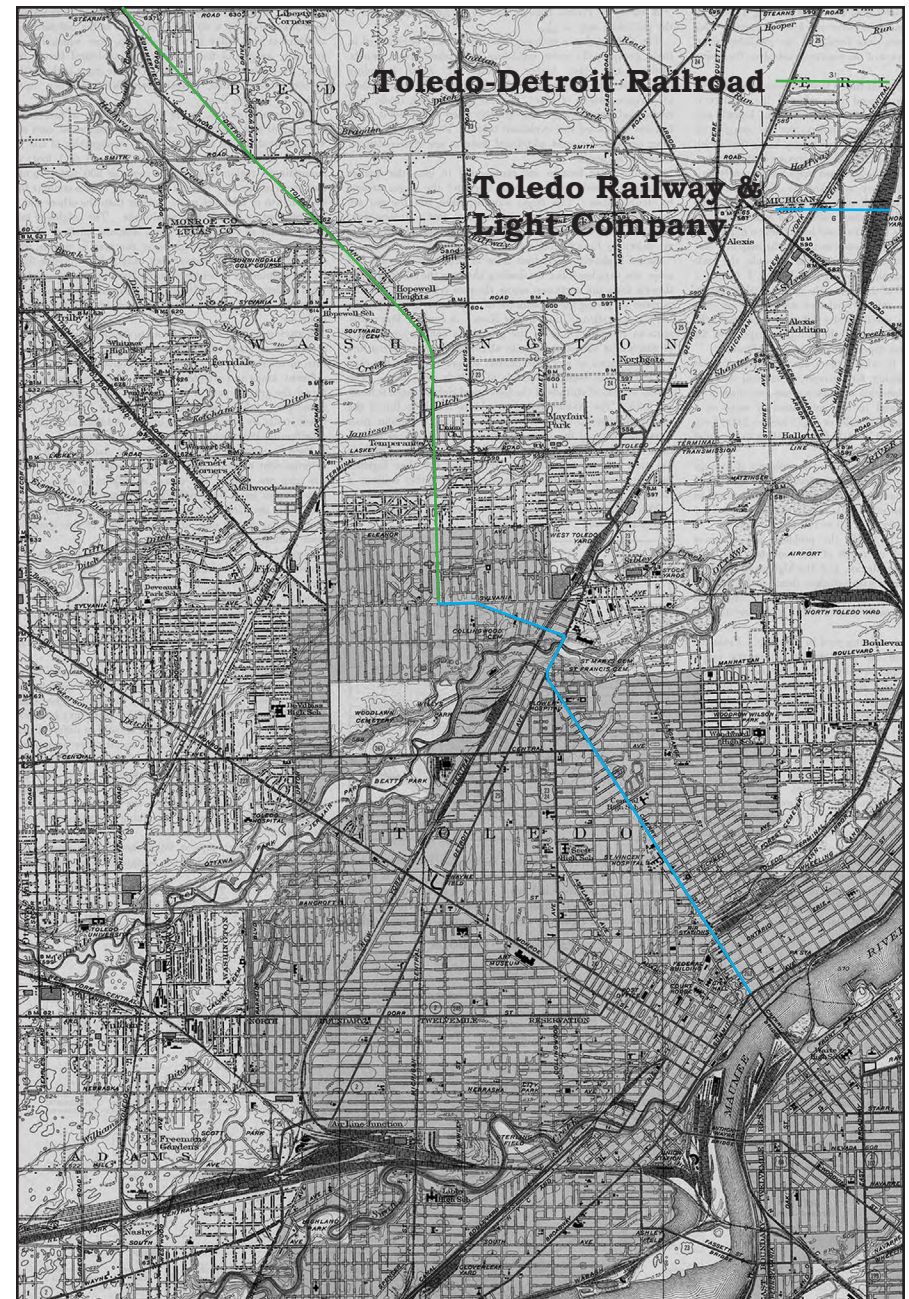
### **A Review of This History**

By 1906, the Toledo, Ann Arbor & Detroit Railroad had graded its right-of-way almost all the way to Ann Arbor. It had built most of the culverts along the line, including the one along Platt Road, in Washtenaw County, which I observed in the 1950s. However, track was never laid on any part of the line north of Dundee.

### **Locating the Grades**

Between Toledo and Petersburg there is little difficulty finding just where the railroad was situated. It appears on many currently available maps and that portion of the line was abandoned relatively recently, in the 1960s. Figure 13 is part of the 1938 U. S. Geological Survey map of the Toledo Quadrangle. The interurban grade is represented in Monroe County, Michigan and in Lucas County, Ohio.

At Petersburg, the right-of-way surveyed in 1903 by the Ohio & Michigan Traction Company appears in Figure 14. This image is courtesy of the Archives of Michigan,

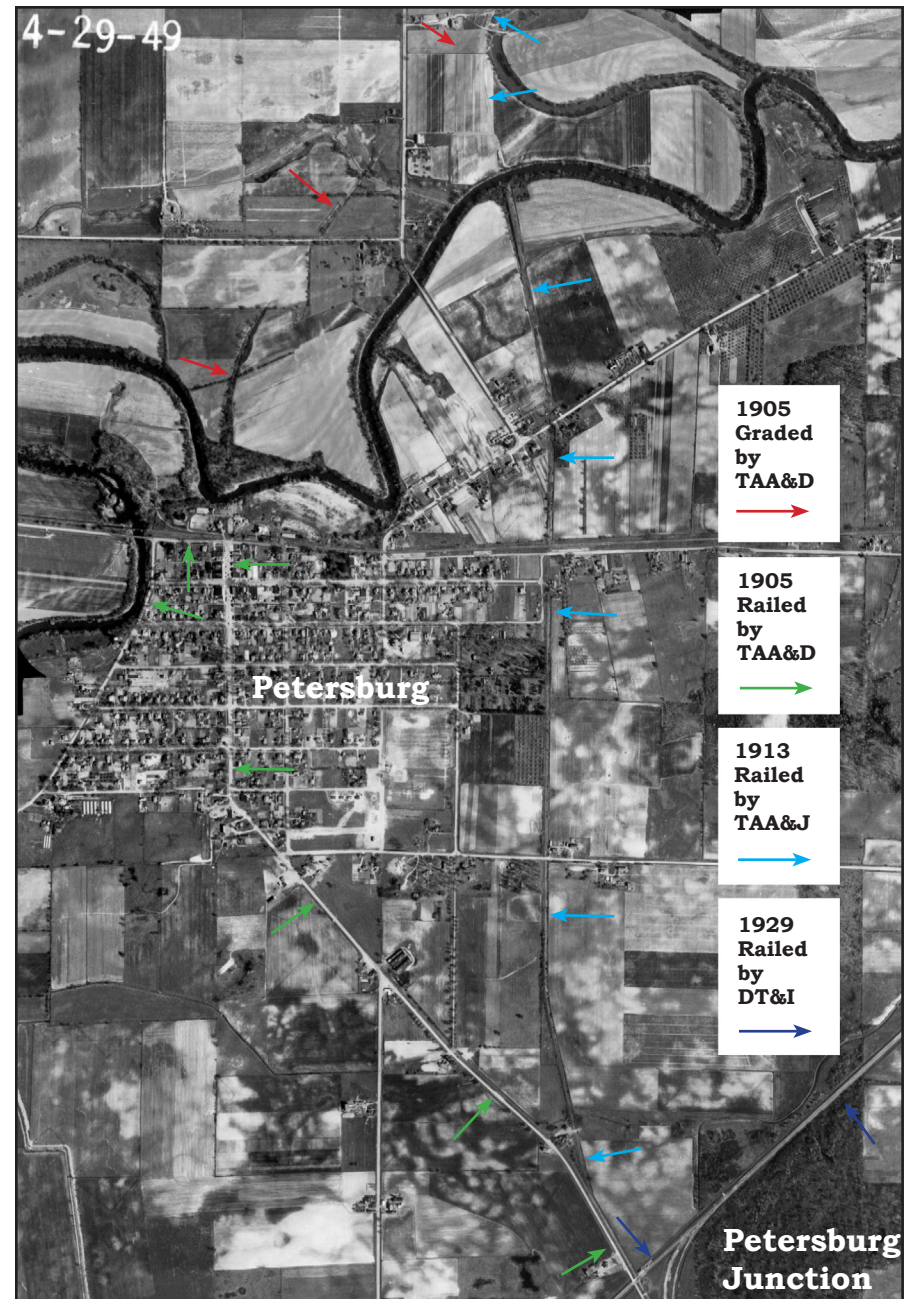


13 - 1938 USGS Map of the Toledo Quadrangle





14 - 1903 Ohio & Michigan Traction Company Survey



15 - 1949 Aerial Photograph at Petersburg



where it is designated RG 94-462, 11/12/2 B4. The grade traveled north along Saline Street, crossed the Lake Shore & Michigan Southern Railroad immediately west of that line's depot, and continued north, passing over the River Raisin. North of the river, the route turned northeast, toward Dundee.

Figure 15 displays the Petersburg area on a 1949 Detroit Edison aerial photograph. The right-of-way identified in red, north of the River Raisin (surveyed by the Ohio & Michigan Traction Company) had been graded by the Toledo, Ann Arbor & Detroit Railroad, but neither of these companies ever laid track on that particular right-of-way. Other colors indicate parts of the various railroads that were actually put into operation. Abutments on both sides of the River Raisin can be seen in Figure 16, which comes from an aerial photograph made in the 1980s.



16 - 1980s TAA&D Abutments at the River Raisin



17 - 1949 Aerial Photograph Northeast of Petersburg



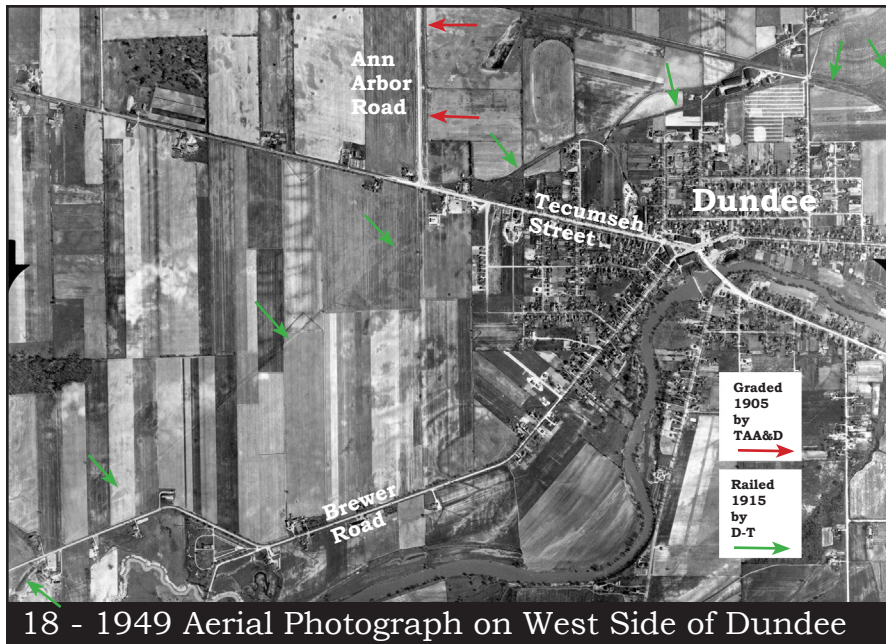
Many years of farming and industrial construction has made it difficult to recognize some parts of the abandoned grades between Petersburg and Dundee. Figure 17, another 1949 aerial photograph, identifies the place where track laid by the TAA&J joined the right-of-way operated by the T-D. All of this track was abandoned by the DT&I in 1930.

Figure 18, also from 1949, reveals various grades on the west and north sides of Dundee. Of interest is the fact that the mainline right-of-way of the TAA&D did not enter downtown Dundee, as did the later T-D. The TAA&D grade ran along the east side of Ann Arbor Road.

Various railroad lines at Dundee are visible in Figure 19. A wye on the northwest side of town led to the T-D's passenger station on Tecumseh Street. The T-D also made connections with three other railroads at Dundee's Union Station. That station appears in Figure 20, which



19 - 1949 Aerial Photograph at Dundee

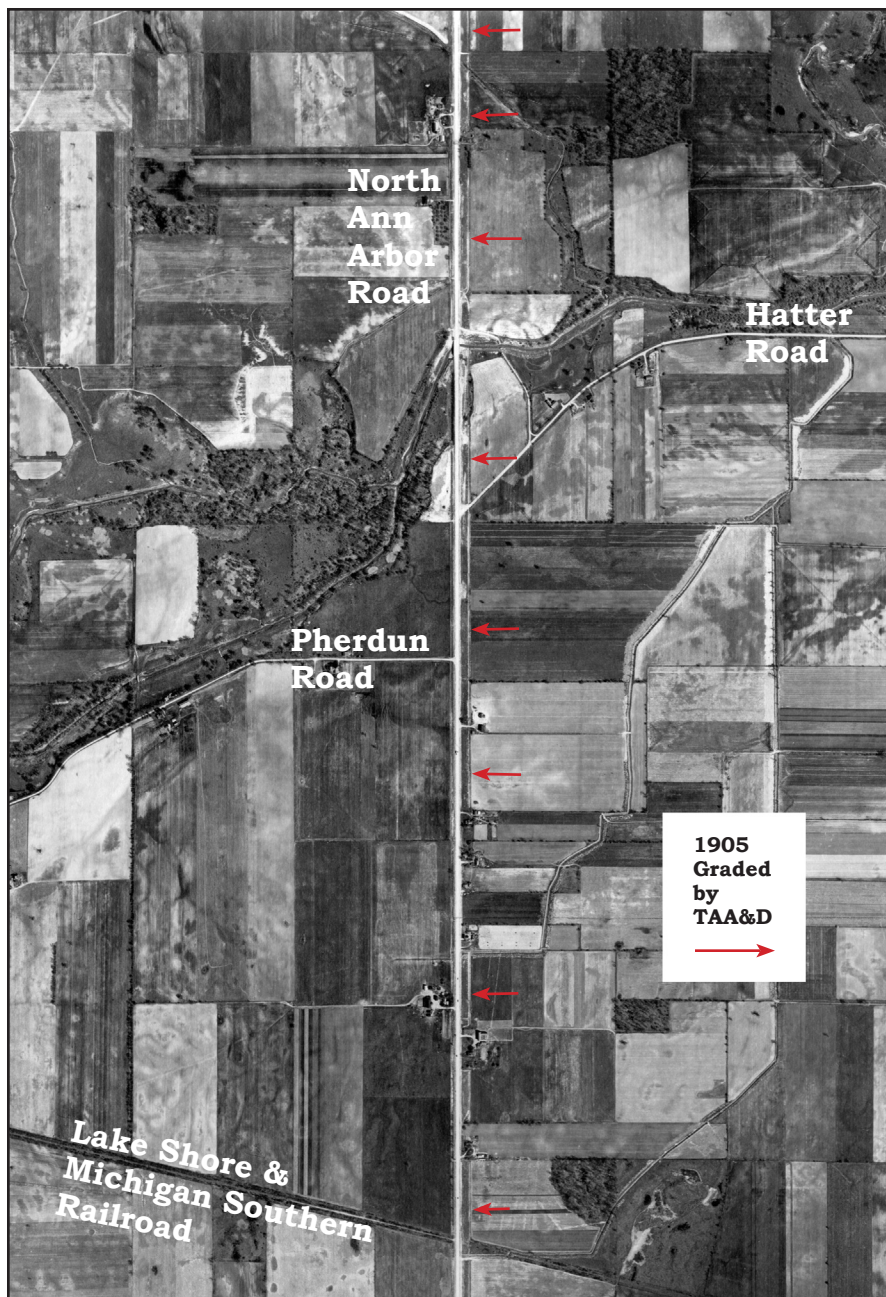


18 - 1949 Aerial Photograph on West Side of Dundee

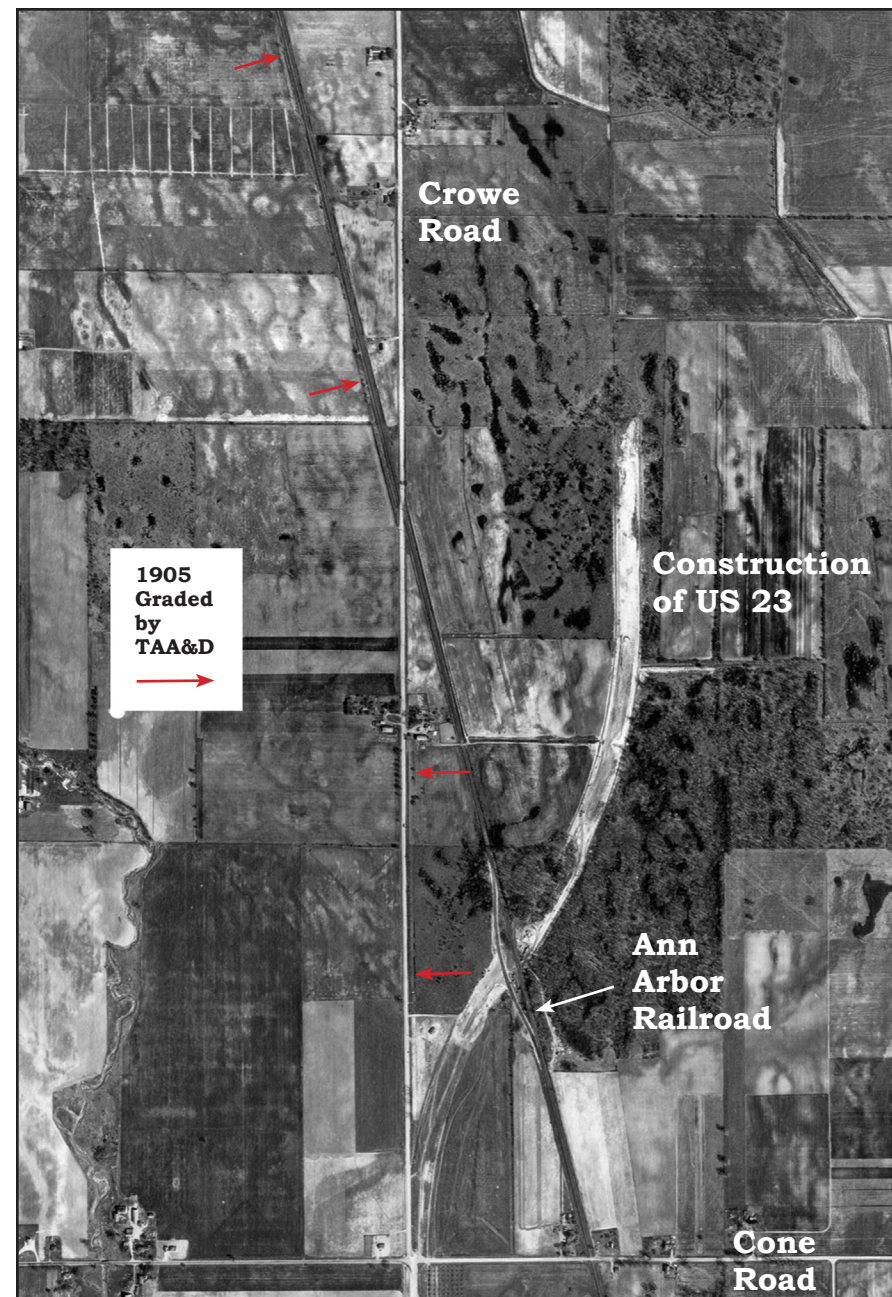


20 - Post-1906 View Southwest Toward Union Station





21 - 1949 Aerial Photograph Northwest of Dundee



22 - 1949 Aerial Photograph South of Milan



was made sometime after the station opened in 1906. The Ann Arbor Railroad operated the greatest number of passenger trains that stopped there. The Detroit, Toledo & Ironton Railroad and the Lake Shore & Michigan Southern Railroad had lesser numbers and both (as well as the T-D) used the DT&I's track to access the Union Station.

From the west side of Dundee, the TAA&D graded a right-of-way to the north which was located on the east side of Ann Arbor Road. Much of it is visible in Figure 21. Farther north, the continuation of Ann Arbor Road is now named Crowe Road. See Figure 22. The interurban grade followed along the east side of Crowe Road as far north as the crossing of the Ann Arbor Railroad. There, the TAA&D grade began following the west side of the Ann Arbor Railroad right-of-way until it reached Wabash Street in Milan.

At Wabash Street, the surveyed grade turned north and followed Wabash Street to the south end of modern-day Ford Lake. See Figure 2. There, the right-of-way continued north and crossed what is now the intersection of West Main Street and Church Street. That pathway is confirmed by the 1911 deed<sup>11</sup> presented in Figure 23. In 1911, West Main Street was called Monroe-Saline Road.

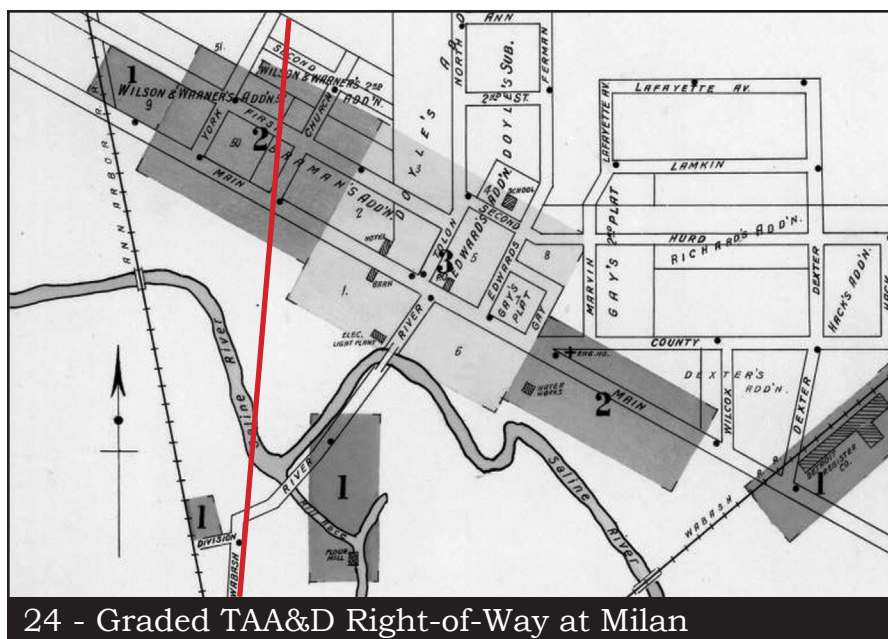
Figure 24 comes from the 1908 Sanborn Fire Insurance Company map of Milan. The author has added the grade of the TAA&D. The configuration of the Saline River can be seen before Ford Lake was constructed. Figure 25 is also part of the *Milan Area Historical Society Collection: 1833-2017*, housed at the Bentley Historical Library. There, it is designated "1753-sf." This is a 1937 view toward the northwest across the place where the spillway (at the current outlet of the lake) was being built. In the distance is a feature identified by red arrows which may well represent the TAA&D grade constructed in 1905.

The 1911 deed presented in Figure 23 mentions that after passing through the intersection of the Monroe-Saline

Decees.	Willis Baldwin	Register's Office	Received for Record, the 1st day of August A. D. 1911 at 3:30 o'clock P. M., and Recorded in Liber 179 of Deeds on Page 402.
	to	Washtenaw County.	Horatio J. Abbott Register of Deeds.
	Tennes I. Gunderson et al		Deputy. <i>H. J. A.</i>
<p>KNOW ALL MEN BY THESE PRESENTS, that I Willis Baldwin Special Master in Chancery in the cause below described, party of the first part, and Tennes I. Gunderson and Andrew E. Lee, parties of the second part, WITNESSETH:</p> <p>WHEREAS in pursuance of a decree the Circuit Court for the County of Monroe in Chancery a final decree was entered in a cause in said court wherein Frank Gorman, Thomas Gorman, and James Gorman were complainants and The Patrick Hirsch Company, The Toledo, Ann Arbor &amp; Detroit Railroad Company, The Fidelity Construction Company, The Carnegie Steel Company, The Lamb Wire Fence Company, The Ohio Builders Supply Company, Charles E. VanBibber, Edmond Bull, The Lake Shore &amp; Michigan Southern Railway Company, Adolph Rupp, Andrew L. Briggs, James Hostler, Robert C. Bolus and the J.L. Hostler Company were defendants, directing first party as such Special Master in Chancery to offer for sale and sell at public vendue all of assets in corporate property of the said Toledo, Ann Arbor &amp; Detroit Railroad Company so far as the same was within the State of Michigan:</p> <p>And whereas first party did so offer such property and the same was bid in at such sale by the said Andrew E. Leonard William E. Niles for the sum of \$60,000.00, which said sum has been paid in full to the said first parties:</p> <p>And whereas by final decree of said court entered therein on the 31st day of July, 1911, first party was directed to execute a deed of such property to the said Tennes I. Gunderson and Andrew E. Lee and deliver the same to them:</p> <p>Therefore, said first party as such Special Master as aforesaid, in consideration of said final decree and of the payment of the sum aforesaid, does hereby grant, sell and convey unto the said parties of the second part and to their heirs and assigns forever all those certain pieces or parcels of land situated in the counties of Monroe and Washtenaw, Michigan, and property described as follows to-wit:-</p> <p>All of the lands, tenements, hereditaments, right of way, railroads, bridges, tracks, ties, switches, depot, grounds and buildings, power house and grounds, substations, poles, wires, cables, rights and privileges, franchises, charters, rolling stock, equipment, appliances, tools and all other real and personal property and rights of every description, with their appurtenances, owned by or belonging to the said Toledo, Ann Arbor &amp; Detroit Railroad Company, within the State of Michigan, the said line of railroad or right of way being generally described and substantially as follows:-</p> <p>Beginning at a point on the State line between Michigan and Ohio, on the south line of the Township of Bedford Monroe County, Michigan, (being the north line of the Township of Washington, Lucas County, Ohio) at or near the dividing line between sections 3 and 4, (such right of way being occupied and fenced) thence running in a northwesterly direction through Section 4 T 9 S R 7 E, and northwesterly through Sections 35, 32, 29, 30, 19 18 in T 8 S R 7 E in the said Township of Bedford, the line of railroad being located in the highway through a part of sections 29, 19, and the whole of section 30 (being in the highway through the unincorporated village of Lambertville) by virtue of a franchise granted by the township board of the said township of Bedford under being along private right of way; and along private right of way through sections 15, 12 and 1, T 8 S R 6 E in the Township of Whiteford, Monroe County Michigan; and through sections 36, 35, 25, 26, 14, 15, 10, and 9 of T 7 S R 6 E, in the Township of Summerfield, Monroe County Michigan, at the south line of the corporate limits of the Village of Petersburg in the County of Monroe; thence through said village in, along and upon Saline Street in a northerly direction to the north corporation line of said Village, under a franchise obtained from that municipality under date of August 10, 1901, and renewals thereof; and also upon Walnut, West River, Chestnut, Railroad and River Streets in the said Village of Petersburg, under a further franchise from that municipality under date of September, 1904; thence along private right of way in a northeasterly direction through section 4 T 7 S R 6 E and sections 35, 34, T 6 S R 6 E, constituting the township of Summerfield, Monroe County, Michigan; and through section 36, 25, 24, 13, 14, 11, and 2, T 5 S R 6 E, in the Township of Milan, Monroe County, Michigan, to the south corporate limits of the Village of Milan; counties of Monroe and Washtenaw, and State of Michigan; thence in a northerly direction in and along Wabash Street; to River Street in said Village; thence in a northerly direction along private right of way to the intersection of Monroe and Saline Road with Church Street to the north corporation line of said village, the route along private right of way through sections 35, 26 23, 14, 11 and 2, T 4 S R 6 E, in the Township of York, County of Washtenaw and State of Michigan; and through sections 35, 26, 23, 14, 15, 10, 9 and 4, T 3 S R 6 E, in the township of Pittsfield, county of Washtenaw and State of Michigan, to the south corporation line of the City of Ann Arbor in the said County of Washtenaw; thence in, over and along State Street of the said City of Ann Arbor to the intersection of State Street and Packard Street, where connection is made with the tracks of the Detroit, Ypsilanti, Ann Arbor and Jackson Railway under franchises obtained from the City of Ann Arbor under date of February 27th, 1905, and by virtue of trackage agreement and contract with the said Detroit, Ypsilanti, Ann Arbor and Jackson Railway Company. To have and to hold the above granted property and premises, with the hereditaments, and appurtenances to the said second parties, their heirs and assigns forever.</p> <p>And the said party of the first part, Special Master as aforesaid, executes this conveyance in pursuance of the aforesaid decrees of said court, and does not warrant said premises against the claims or demands of anyone.</p> <p>In testimony whereof I have hereunto set my hand and seal this 31st day of July 1911.</p>			
	Willis Baldwin	(L.S.)	

23 - 1911 Washtenaw County Deed-TAA&J R-of-W

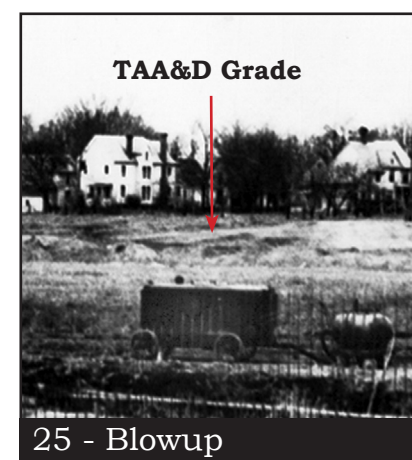
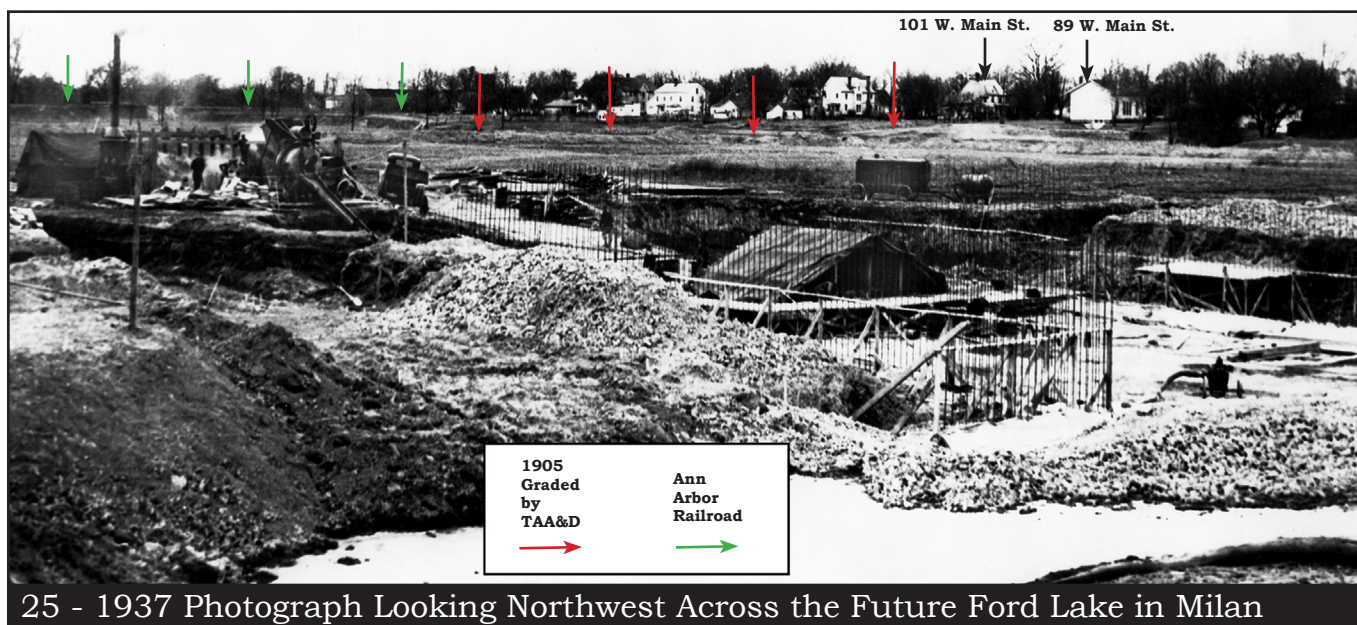




Road and Church Street, in Milan, the grade continued north, to the north boundary of the village. The location of the right-of-way between there and Arkona Road is uncertain. North of Arkona Road, the TAA&D grade was located immediately east of the Ann Arbor Railroad. See Figure 26. Where the Ann Arbor Railroad crosses Platt Road, the interurban grade turned due north to run along the east side of Platt Road almost to Ann Arbor.

Abutments associated with culverts can readily be seen at two locations on Platt Road. Figure 27 shows the concrete construction at 11130 Platt Road while Figure 28 was obtained at 9349 Platt Road. Another abutment (not displayed here) is poorly visible from the road but easily seen on aerial photography at 10330 Platt Road.

Figure 29 maps the grade built by the TAA&D between Platt Road and the place where it's proposed line was to join the tracks of another electric railway, the Detroit, Ypsilanti, Ann Arbor & Jackson Railroad.



*The TAA&D grade approached West Main Street between 89 and 101 West Main Street*





26 - 1949 Aerial Photograph Northwest of Milan

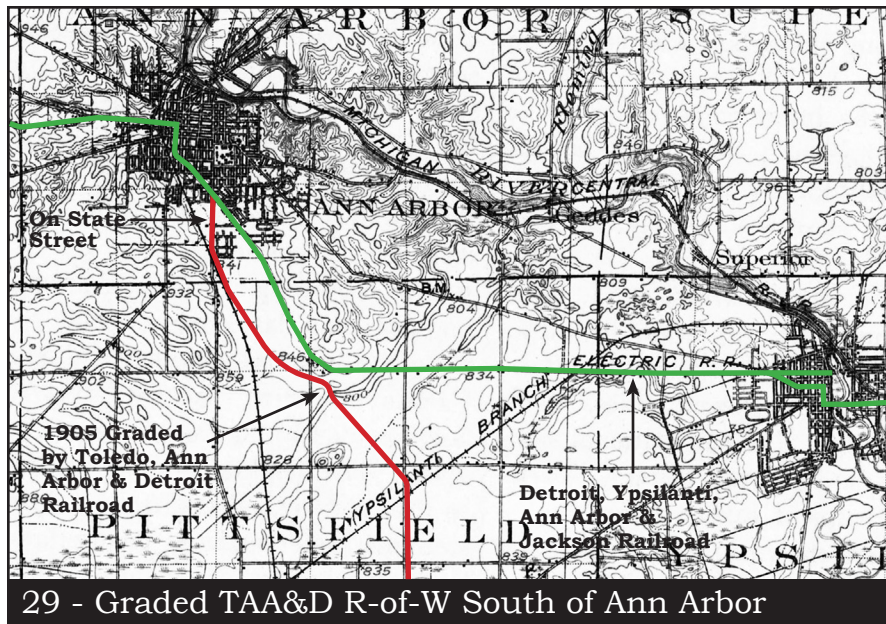


27 - Modern Photograph at 11130 Platt Road



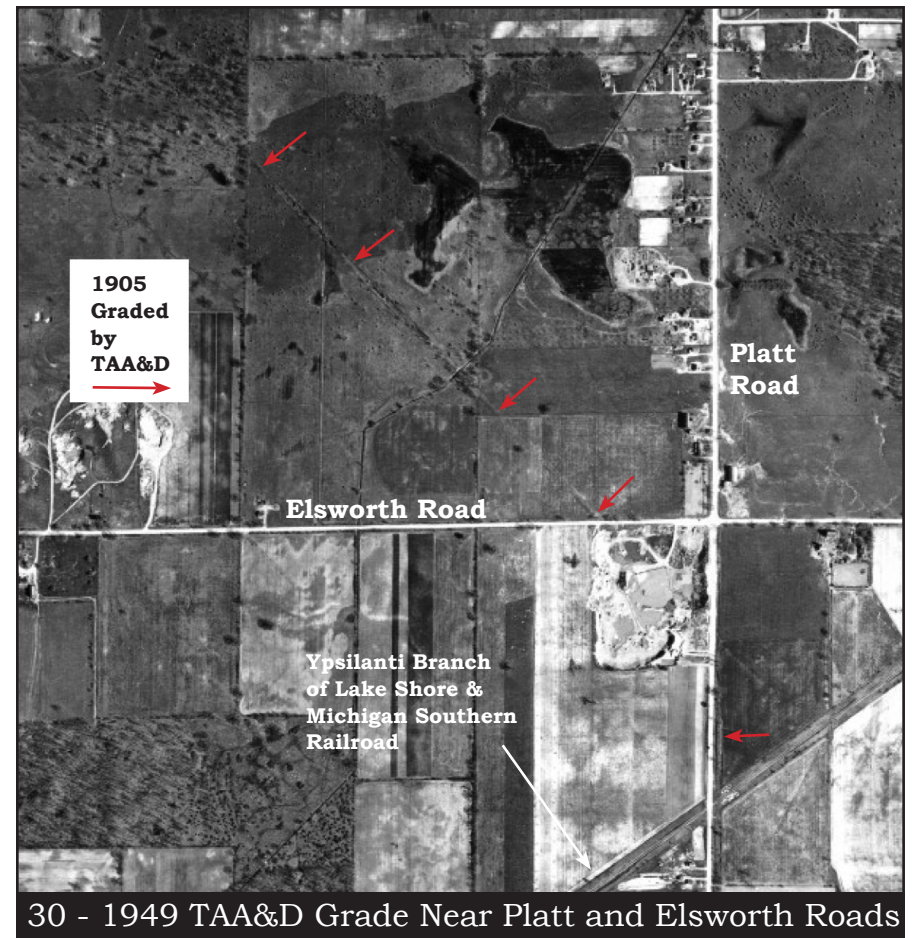
28 - Modern Photograph at 9349 Platt Road





Immediately south of Ellsworth Road, the interurban grade crossed Platt Road and then passed over Ellsworth Road diagonally, continuing on to the northwest. It is visible in Figure 30. It came close to Packard Road before turning more toward the west. Subsequently, the grade curved again to the northwest and eventually joined the east side of the Ann Arbor Railroad. Farther north, it ran on State Street. Some of this area is seen in Figure 31.

In several ways, the planned interurban railroad between Toledo and Ann Arbor was distinctive. Because interurban electric railways had become commonplace in the United States since about 1890, this line (conceived in the early twentieth century) was a relatively late venture. The Toledo, Ann Arbor & Jackson Railroad had planned to operate electric motor cars early in 1913 between Toledo and Petersburg. But instead, it started using a steam locomotive on the line and, in 1915, the successor Toledo-Detroit Railroad found that its common carrier freight



operation offered more opportunity for long-term profit than any electric passenger service would. Thus, over time, the line between Dundee and Toledo was blended into the Detroit, Toledo & Ironton Railroad, becoming its Toledo Branch.

As automobile and bus transportation became more popular, most of the interurban railway in the United States had failed by the 1930s. In another bit of irony,





although the Toledo, Ann Arbor & Jackson Railroad began operating relatively late in the interurban era, part of it remained in service (as part of the Detroit, Toledo & Ironton Railroad) between Petersburg Junction and Toledo until the 1960s.

## TOLEDO-DETROIT RAILROAD COMPANY.

Leased and Operated by

**DETROIT, TOLEDO & IRLTON RAILROAD COMPANY.**

*Officers same as Detroit, Toledo & Ironton R.R. Co.*

10	8	6	4	Mls	May 1, 1916.	3	5	7	9
P M	P M	P M	A M	....	lvc..West Toledo.arr.	A M	A M	P M	P M
all 40	*550	*1 25	*8 15	0	... (Sylvania Ave.) ...	7 25	11 45	4 55	10 40
11 44	5 54	1 29	8 19	1.0	<b>Toledo-Detroit Junc</b>	7 21	11 41	4 51	10 36
11 50	6 00	1 35	8 25	2.8	... State Line, Mich...	7 15	11 35	4 45	10 30
11 52	6 02	1 37	8 27	3.4	... Fortuna ...	7 13	11 33	4 43	10 28
11 57	6 07	1 42	8 32	4.7	... Thornton ...	7 08	11 28	4 38	10 23
12 01	6 11	1 46	8 36	6.2	... Lambertville ...	7 04	11 24	4 34	10 19
12 03	6 13	1 48	8 38	7.0	... Deland ...	7 02	11 22	4 32	10 17
12 08	6 18	1 53	8 43	8.5	... Alcock ...	6 57	11 17	4 27	10 12
12 10	6 20	1 55	8 45	9.0	... St. Anthony ...	6 55	11 15	4 25	10 10
12 13	6 23	1 58	8 48	10.0	... Iott ...	6 52	11 12	4 22	10 07
12 17	6 27	2 02	8 52	11.7	... Swigart ...	6 48	11 08	4 18	10 03
12 22	6 32	2 07	8 57	12.8	... Hogle ...	6 43	11 03	4 13	9 58
12 29	6 39	2 14	9 04	15.0	... Morgan ...	6 36	10 56	4 06	9 51
12 34	6 44	2 19	9 09	16.5	<b>Petersburg</b>	6 31	10 51	4 01	9 46
12 37	6 47	2 22	9 12	17.7	... Gaertner ...	6 28	10 48	3 58	9 43
12 40	6 50	2 25	9 15	19.0	... Gillett ...	6 25	10 45	3 55	9 40
12 43	6 53	2 28	9 18	19.6	... Tinsman ...	6 22	10 42	3 52	9 37
12 48	6 58	2 33	9 23	21.4	... Dundee ...	*6 17	10 37	*347	a932
Night	P M	P M	9 25	22.0	<b>Dundee (D. T. &amp; I. Depot)</b>	A M	*10 35	P M	P M
....	....	....	A M	....	ARRIVE	[LEAVE	....	A M	....

Operated for passenger service between Toledo, O., and Dundee, Mich., and for freight service between Toledo, O., and Detroit, Mich.

**Connections.**—At Toledo, O.—With Ann Arbor R.R., Cin. Ham. & Day. R.R., Cleve. Cin. Chic. & St. L. Ry. (Big Four), Det. & Tol. Shore Line R.R., Hocking Val. Ry., Mich. Cent. R.R., N. Y. Cent. R.R., Penna. Lines, Pere Marq. R.R., Tol. & Ohio Cent. R.R., Tol. & West. R.R., Tol. Term. R.R., Tol. St. L. & West. R.R., Vandalia R.R., Wabash R.R., Wheeling & Lk. E. R.R. At Toledo-Detroit Junc., O.—With Tol. Term. R.R. At Petersburg, Mich.—With N. Y. Cent. R.R. At Dundee, Mich.—With Det. Tol. & Ironton R.R., Ann Arbor R.R., N. Y. Cent. R.R.

32 - May 1, 1916 Toledo-Detroit Railroad Timetable

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## Controversies

Two controversial topics came up during preparation of this publication. First, what was the relationship of the Michigan, Ohio & Indiana Railroad (MO&I) to the several other lines already described here? Second, did the Toledo, Ann Arbor & Jackson Railroad ever actually operate electric interurban cars?

The Michigan, Ohio & Indiana Railroad is described on page 602 of the November 10, 1905 *The Railway Age*: **“To Beat a Railway Incorporate a Paper Railway** - Under the title, ‘The Michigan, Ohio & Indiana Railroad Company vs. the Toledo, Ann Arbor & Detroit Railroad Company,’ a case is pending in the Circuit Court at Monroe, Mich., which the Detroit Free Press thus explains: ‘The latter company is building a line from Toledo to Ann Arbor, and when it got as far as Petersburg it struck a snag in the shape of the refusal of one lot owner to allow the crossing of his land. The owner refused to set a price upon the property and the railroad company was preparing to condemn it, according to law, when the owner’s son, who is an attorney, conceived the idea of organizing a railroad company for the least capitalization allowed by law and deeding the desired property to the new company. This would make it impossible to condemn the land, since there is a statute forbidding one railroad company to condemn the right of way of another railroad company unless such right of way has been unused for three years. This plan was carried out. The new railroad company now contends that the purpose of its organization cannot be questioned and that it had a right to incorporate for this purpose. If this contention is correct it will practically nullify the law of eminent domain in so far as railroads are concerned, since any objecting landowner can organize a little railroad company of his own and effectually prevent condemnation.’ “

But there may have been more to the MO&I than this article in *The Railway Age* reports. Scott C. Trostel’s

The Detroit, Toledo & Ironton, Henry Ford’s Railroad narrates on page 81 that: “On September 15, 1906, the paper pike (the Toledo, Ann Arbor & Detroit Railroad) was sold at foreclosure to the Michigan, Ohio & Indiana Railroad. This new company constructed trackage and set poles from Sylvania Avenue in Toledo to a point two miles south of Petersburg, Michigan, and constructed roadbed and set poles, not laying any track, to a point three miles south of Ann Arbor, Michigan. The line was then sold again at foreclosure November 16, 1908 without ever having run a car.”

These statements are not supported by the Office of the Register of Deeds of Washtenaw County, where not a single document was filed from 1905-1915 with the Michigan, Ohio & Indiana Railroad as grantee. Moreover, there is no record of incorporation in Michigan for the Michigan, Ohio & Indiana Railroad.

Regarding the second question, Trostel’s book also mentions, in reference to the Toledo, Ann Arbor & Jackson Railroad “H. E. Arbaugh described the line in a 1925 interview: ‘The T A A & J was completed to Petersburg, Michigan; the power plant at that point being built but not equipped. No electric equipment was placed on the tracks and no rolling stock was purchased, so that all that remained of the founder’s vision were tracks laid to Petersburg.

‘One engine was purchased to operate on this stretch of track.’ . . . On May 28, 1915 the road changed names and became known as the Toledo-Detroit Railroad Company. The extension from two miles south of Petersburg to Dundee was opened to traffic on February 2, 1916.”

Based on this interview, it is probable that interurban cars powered by electricity never actually operated over any part of the right-of-way between Toledo and Ann Arbor.

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## End Notes

1. The Ragweed Line. (<http://www.trainweb.org/annarbor/AARRHistory/ToledoAnnArbor-Jackson/RAGWEED-DT&I.html>: accessed February 2023).
2. The Ragweed Line.
3. Michigan Department of Licensing and Regulatory Affairs. (<https://cofs.lara.state.mi.us/SearchApi/Search/Search> : accessed February 2023).
4. Michigan Department of Licensing and Regulatory Affairs.
5. The Ragweed Line.
6. The Ragweed Line.
7. Meints, Graydon M. *Michigan Railroads & Railroad Companies* (East Lansing, MI: Michigan State University Press, 1992).
8. <https://localwiki.org/ann-arbor/McKeenMotorCarCompany>.
9. Meints.
10. Meints.
11. Washtenaw County Deed Book 179, page 402. This document names each section (in Michigan) that the surveyed grade of the TAA&J passed through. Essentially, it is the same right-of-way that the TAA&D graded earlier, with one exception: no data is provided for Dundee Township of Monroe County. That is where the TAA&J used a new right-of-way which differed from the previous TAA&D grade, to enter Dundee.

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